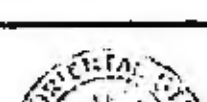






## Mails.



STRAITS STEAMSHIP COMPANY.  
INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

The Steamship **STRAIT**, Captain R. E. HUBB, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 17th August, at Noon, taking Passengers and Cargo for the above Ports, (connecting at Bombay with **ORIENTAL**, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL leaving that port on 8th SEPTEMBER, 1893).

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to  
H. H. JOSEPH,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, August 3, 1893. 1361

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG:

Belgia (via Nagasaki, Kobe, Inland Sea, Yokohama) THURSDAY, Aug. 17, at 1 p.m.  
Oceania (via Nagasaki, Kobe, Inland Sea, Yokohama) TUESDAY, Sept. 5, at 1 p.m.  
Gaula (via Nagasaki, Kobe, Inland Sea, Yokohama) TUESDAY, Sept. 20, at 1 p.m.

The Steamship **BELGIC** will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on THURSDAY, the 17th August, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all the Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Receipts should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agent of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,  
Agent.

Hongkong, July 20, 1893. 1265

## SANTAL-MIDY.

The pure Essence of Santal obtained by Midy's process from the best Mysore wood.

SANTAL-MIDY entirely different from the santal oil of the Indian Bazarars, is superior to Capsules, Cubes, or injections, and free from all bad smell or other inconveniences.

SANTAL-MIDY cures all derangements of the urinary organs in either sex in 48 hours.

SANTAL-MIDY is contained in small round Capsules, each of which bears the name **MIDY** in black letters, without which none are genuine.

SANTAL-MIDY Beware of cheap imitations. All other Capsules or mixtures contain impurities, resins, oils, &c., and are worse than useless.

SANTAL-MIDY is sold by all medicine dealers throughout the world.

Paris: S. Rue Vivienne, 8.  
For Sale by A. Watson & Co., Chemists.

## Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1893.

(Subject to Alteration).

Mogul. Tuesday August 8.  
Victoria. Tuesday August 20.  
Tacoma. Thursday Sept. 28.  
Mogul. Thursday Oct. 10.  
Victoria. Thursday Nov. 9.  
Tacoma. Tuesday Dec. 12.

The Steamship **MOGUL**, Capt. GOLDING, sailing at Noon, on TUESDAY, the 8th August, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE AND YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The General Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to  
DODWELL, CARLILL & Co., Agents.

Hongkong, July 18, 1893. 1254

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS CHARENTAIS.

SALON, SUEZ, COLOMBE, ADEN, YOKOHAMA, SHANGHAI, HONGKONG, HAVRE AND LONDON.

PARCOURS DE BRÉSIL ET LA PLATA.

ON WEDNESDAY, the 9th August, 1893, at Noon, the Company's S.S. **OLYMPIA**, Commandant DUPONT, with MAELS, PASSENGERS, FREIGHTS, and CARGO, will leave this Port for the above places.

Cargo and Special will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 5 p.m. on the day before sailing, and on the 8th August, 1893, (Passengers are not to be on board); they must be on board the 4th August.

Contents and value of Packages required.

For further particulars, apply to the Company's Office.

G. DE CHAMPELAIN,  
Agent.

Hongkong, July 27, 1893. 1305

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOADING.

N.B.—Cargo can be taken on through Bills of Lading for the principal ports in Russia.

ON MONDAY, the 21st day of August, 1893, at 3 p.m., the Company's S.S. **OLDENBURG**, Captain H. GATHERMAN, with MAELS, PASSENGERS, FREIGHTS, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 19th August, Cargo and Special will be received on board until Noon, on MONDAY, the 21st August, and Parcels will be received at the Agents' Office until Noon on SUNDAY, the 20th August. Contents of Packages will be signed at less than \$2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

Linon can be washed on board.

For further Particulars, apply to  
MELCHERS & Co., Agents.

Hongkong, July 26, 1893. 1318

Intimations.

VICTORIA HOTEL.

RATES FOR BOARD AND LODGING Reduced to \$55 per month, and upward according to Room selected.

For Full Particulars, apply at the Office of the Victoria Hotel.

Hongkong, July 13, 1893. 1230

THE MIKE COAL MINING COMPANY.

THE MIKE COAL is a bituminous Coal of dark reddish colour. For Steam purposes, it has been pronounced to be the best and the most economical of all the Japanese Coals.

Its export is increasing yearly, and the opinions expressed by several of the LARGEST REGULAR CONSUMERS are in testimony of the EXCELLENT QUALITIES of this Coal.

Attention is called to the following ADVERTISED to Shipowners and Captains, who Coal their Bankers direct from the Undersigned—

Freshness of the Coal.

Uniformity of quality.

Freedom from impurities.

Supply in any quantity on shortest notice.

Quick despatch.

Best of weight, etc., etc.

MIYOSU BUNSAI KAISHA, Agents.

Hongkong, October 1, 1892. 1714

## Intimations.

THOMAS'S GRILL ROOM.

THE Undersigned has always thought that such a place as this—First-class in every detail—was the one thing needed to fit in between HOME LIFE and the PRIVATE BOARDING-HOUSE. Visitors may have their Choice of GRILLED CHOPS or STEAKS at any hour of the Day or Evening, up to 11 o'clock, or later if notified.

I am also prepared to Supply MEALS to PRIVATE PARTIES per Menu or Order, they sending Dishes, &c., for same and Cash.

For monthly Board, \$35 for 1 person. Tillis. . . . . \$15 per month.

AMERICAN FROZEN OYSTERS always on hand and served in every Style.

Breakfast . . . . . \$0.75  
Dinner . . . . . 1.00

SPECIAL TIFINS AND DINNERS can be arranged for at Short Notice.

W. THOMAS, Proprietor.  
Hongkong, May 1, 1893. 812

WINDSOR HOTEL, (in Connaught Buildings), QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretofore carried on in WINDSOR HOUSE has now been removed to CONNAUGHT HOUSE.

Cuisine under European management. Each Bed-room has its own Bath-room. Hot and Cold Water. Passenger Elevator to all Floors.

Charges from \$2 per day upwards. Special Rates for Families or Permanent Boarders. Offices and Rooms to let unfurnished, and Rooms with or without Bath, by day or month. Apply at the Office, No. 37, 2nd Floor, Connaught Buildings, August 23, 1892. 1534

PRIVATE BOARD AND RESIDENCE, "QUEENLY BUILDINGS," (Nos. 11 and 14, Wyndham Street).

MRS. GILLIANDERS HAS VACANCIES for RESIDENT BOARDERS and VISITORS also Accommodation for TABLE BOARDERS. Hongkong, July 4, 1892. 1094

## Entertainments.

CITY HALL.

THE "VICTORIA" DISASTER.

By kind permission of REAR-ADMIRAL H. ST. L. FALLISER; and under the distinguished Patronage of

HIS EXCELLENCY THE GOVERNOR: VICE-ADMIRAL SIR E. FREMANTLE, K.C.B.; MAJOR-GENERAL DIGBY BARKER, C.B.; REAR-ADMIRAL H. ST. L. BURY FALLISER.

THE AMATEUR COMPANY OF H.M.S. VICTOR EMANUEL will give

TWO ENTERTAINMENTS IN AID OF THE FUND TO HELP THE WIDOWS AND FAMILIES OF THE MEN LOST IN E.M.S. VICTORIA.

The Entertainment will consist of CURTAIN RISES, VAUDEVILLES, and Grand Tableau of "THE DEATH OF NELSON."

1. "VICTORY" CLARKE FOR ACTION. 2. "BATTLE OF TRAFALGAR." 3. "DEATH OF NELSON."

By kind permission of Lieut-Col. RAVENSHILL and OFFICERS, the BAND of the Shropshire Light Infantry will assist at each Performance.

PRICES OF ADMITTANCE: Dress Circle and Stalls, 2s; Back Seats, 1s. Non-Commissioned Officers and their Wives and Families will be admitted to the Back Seats of Stalls only at half-price.

A LATE TRAM will run each Evening. Tick-ets may be obtained from Messrs. LANE, GOSWOLD & Co., and Geo. South, Esq., Naval Yard.

Hongkong, July 31, 1893. 1336

To-day's Advertisements.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA SUEZ CANAL.

The Steamship **Kintuck**, Captain Kintuck, will be despatched as above on WEDNESDAY, the 9th Inst., at Daylight.

For Freight or Passage, apply to  
DODWELL, CARLILL & Co., Agents.

Hongkong, August 7, 1893. 1378

FOR SHANGHAI, NAGASAKI, WLA-DIVOSTOCK & NICOLAIJEFSK.

The Steamship **Tartar**, Captain BAKER, will be despatched as above on SUNDAY, the 13th Inst., at Daylight.

For Freight or Passage, apply to  
DODWELL, CARLILL & Co., Agents.

Hongkong, August 7, 1893. 1378

FOR SAMARANG & SOURADAYA.

The Steamship **Shantung**, Capt. FRANKLIN, will be despatched as above on TUESDAY, the 15th Inst., at Daylight.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.

Hongkong, August 7, 1893. 1375

NIPPON YUSEN KAISHA.

FOR NAGASAKI, KOBE AND YOKOHAMA.

The Co.'s Steamship **Sagami Maru** will be despatched for the above-named Ports on THURSDAY, the 17th Inst., at Daylight.

For Freight or Passage, apply to  
GEO. R. STEVENS, Agent.

Hongkong, August 7, 1893. 1377

## To-day's Advertisements.

FOR SINGAPORE, HAVRE AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient inducement offers.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)

The Steamship **Prick**, Captain L. MANSER, will above Ports on WEDNESDAY, the 16th Instant, at 4 p.m.

This Steamer has superior Accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to  
SIEMSEN & Co., Agents.

Hongkong, August 7, 1893. 1373

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's S.S. **Kaisow** having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon, on the 13th Instant, or they will not be recognized.

All broken, stained, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th Inst., at 3 p.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 13th Instant will be subject to rent.

Optimal Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

ARNHOLD, KARBURG & Co., Agents.

Hongkong, August 7, 1893. 1374

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP MORAY, FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon, on the 14th Instant, or they will not be recognized.

All broken, stained, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th Inst., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL, CARLILL & Co., Agents.

Hongkong, August 7, 1893. 1379

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG:

China (via Amoy, Nagasaki, Kobe, Inland Sea and Yokohama) THURSDAY, Aug. 9, at 1 p.m.

Peru (via Nagasaki, Kobe, Inland Sea and Yokohama) SATURDAY, Aug. 20, at 1 p.m.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea and Yokohama) THURSDAY, Sept. 14, at 1 p.m.

THE U. S. Mail Steamship **CHINA** will be despatched for SAN FRANCISCO, via AMOY, NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on WEDNESDAY, the 9th August, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all the trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of Cabin, and may select the route by Japan, Panama, or the Isthmus of Suez.

GENERAL UNION PACIFIC, SOUTHERN PACIFIC, DENVER AND RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and to the United States, via Overland Railway, to Havana, Trinidad, and Danamora, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full, value of same to be indicated.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, August 7, 1893. 1393

## Vessels Advertised as Loading.

Destination	Vessels.	Agents.	Date of Leaving.
Bremen & Ports of Call	Oldenburg (s)	Norddeutscher Lloyd	Aug. 21, at noon.
Harve and Yokohama	Spondilis (s)	Shewan & Co.	About August 21.
Kobe and Yokohama	Ordgashiro (s)	Dodwell, Carlill & Co.	About August 12.
London, v. Suva, Oahu, Kaitake (s)	Kluckuck (s)	Arnhold, Kargberg & Co.	Aug. 9, daylight.
London, v. Suva, Oahu, Kaitake (s)	Jardine, Matheson & Co.	Jardine, Matheson & Co.	Aug. 9, at noon.
London, v. Suva, Oahu, Kaitake (s)	Gleaner (s)	Jardine, Matheson & Co.	About August 16.
London, v. Suva, Oahu, Kaitake (s)	Pyrhus (s)	Butterfield & Swire.	Aug. 16.
London & Ports of Call	Surat (s)	P. & O. S. N. Co.	August 17, at noon.
London, v. Marseilles	Munila (s)	P. & O. S. N. Co.	About August 12.
London and Hamburg	Monmouthshire (s)	Dodwell, Carlill & Co.	About August 24.
London, v. Suva, Oahu, Kaitake (s)	Bombay (s)	P. & O. S. N. Co.	About August 24.
Marseilles, v. Saigon	Ozas (s)	Messageries Maritimes	Aug. 9, at noon.
N'aidi, Kobé & Yama	Sagami Maru (s)	Geo. R. Stevens	Aug. 17.
New York, v. Suva, Oahu, Kaitake (s)	Argyll (s)	Dodwell, Carlill & Co.	About August 16.
New York	Habitant	Arnhold, Kargberg & Co.	Quick despatch.
New York	Poling Sany	Shewan & Co.	Quick despatch.
New York	Prosser	Shewan & Co.	Quick despatch.
Port Darwin, &c.	Isaian (s)	Butterfield & Swire.	Aug. 12, at noon.
Samarang & Sourabaya	Shantung (s)	Butterfield & Swire.	Aug. 15.
S. Francisco, v. Japan	China (s)	Pacific Mail S. S. Co.	Aug. 9, at 1 p.m.
S. Francisco, v. Japan	Belgio (s)	O. & G. S. S. Co.	Aug. 17, at noon.
Shanghai, Kobé & Yama	Peikow (s)	P. & O. S. N. Co.	About August 12.
Shanghai, Kobé & Yama	Moray (s)	Dodwell, Carlill & Co.	About August 9.
S'pore, P'ang & B'atavia	Biassolo (s)	Carlwiltz & Co.	Aug. 9, at noon.
S'pore, Penang & E'ng	Wingang (s)	Jardine, Matheson & Co.	Aug. 9, at noon.
S'pore, Bava & B'atavia	Prick (s)	Siemens & Co.	Aug. 9, at noon.
S'pore, Penang & B'atavia	Peikow (s)	O. & G. S. S. Co.	Aug. 9, at noon.
Yanpu (H. O.) & Victoria (B. O.)	Empress China (s)	Canadian P'ac. R. Co.	Aug. 16, at noon.
Wladivostok, &c.	Mogul (s)	Nor. P'ac. S. R. Co.	Aug. 8, at noon.
	Gatlar (s)	Dodwell, Carlill & Co.	About August 13.



## LOCAL AND GENERAL.

**PASSED SUEZ CANAL.**  
**OUTWARD BOUND:**—St. Hubert, June 23; *Matern*, 27; *Crown*, *Melania*, 30; *Esmeralda*, 30; *Canter*, 7; *Glenfruin*, *Tartar*, *Kara*, 14; *Adonia*, 18; *Agamemnon*, *Daphnia*, *Hankow*, 21; *Krimia*, *Sarona*, *Onsjo*, 25; *Almont*, *Elber*, 28.

**HOMEWARD BOUND:**—*Titan*, *Oriental*, June 27; *Esmeralda*, 30; *Canter*, 7; *Glenfruin*, *Tartar*, *Kara*, 14; *Adonia*, 18; *Agamemnon*, *Daphnia*, *Hankow*, 21; *Krimia*, *Sarona*, *Onsjo*, 25; *Almont*, *Elber*, 28.

The M. M. Co.'s steamship *Natal*, with the *FRANCIS MAIL* of July 7, left Saigon on Sunday, the 5th August, and may be expected here on or about Wednesday, Aug. 9. This packet brings copies to letters despatched from Hongkong on May 31.

The C. P. R. S. *Empress of China*, from Vancouver, left Shanghai for Hongkong on Aug. 5, and is due here at 7 a.m. on Tuesday.

The P. M. Co.'s steamship *Pora*, left San Francisco for this port via Yokohama, on July 22.

The N. P. S. *Victoria* left Victoria, B.C., on July 23, for Yokohama, Kobe and Hongkong.

The O. & C. S. *Oceanic*, with mail &c., left San Francisco for this port via Honolulu and Yokohama, on Aug. 1.

The S. S. *Cardinal* left Singapore on August 4, and is due here on or about August 10.

The D. D. R. S. *Aglais*, from Hamburg, left Singapore for this port on Aug. 4, and may be expected here on or about Aug. 10.

The S. S. *Ararat* from Calcutta, left Singapore for this port on Aug. 5, and may be expected here on or about Aug. 11.

The S. S. *Tartar*, from Liverpool, Glasgow, &c., left Singapore on Aug. 6, and may be expected here on or about Aug. 12.

The P. & O. S. *Formosa* left London for this port on July 14.

The S. S. *Tartar*, from Liverpool, Glasgow, &c., left Singapore yesterday morning, for Hongkong.

The S. S. *Ararat* from Calcutta, left Singapore for this port on the afternoon of the 5th inst.

The S. S. *Natal*, with the next French Mail, left Saigon for this port at 7 p.m. yesterday, the 5th inst.

The P. M. S. S. Co.'s str. *China*, leaving hence on the 9th instant, for San Francisco, &c., will also call at Amoy.

The appointment of Lieutenant J. Christian, R.A., to be Adjutant to the Hongkong Volunteer Corps, vice Lieut. Nicholson, resigned, is gazetted.

To-day being the anniversary of the birth of the Emperor of China all the Chinese customs officers in the Harbour are decorated with bunting, as well as the trading steamers of the China Merchants S. N. Co.

For the execution which takes place to-morrow morning a bamboo scaffold has been erected inside the Gaol. There have been several applications for the post of executioner, which is likely to be filled by one of the gaol turnkeys.

To-day at the Magistrate's a woman was fined \$50, with the alternative of two months, for bringing 50 fads of prepared opium into the Colony on Sunday morning. Mr. Wodehouse declared the opium forfeited. The woman was arrested in Ladder Street by Acting Sergeant Holt. She is believed to be one of a gang of three women who have been carrying on a regular traffic in prepared opium between Canton and Hongkong.

The Straits Times of the 31st ult. says: A telegram was received at the Colonial Secretary's Office this morning from the Resident of Selangor at Kuala Lumpur stating that a railway collision had occurred on the railway there, resulting in twelve natives being injured, inclusive of one Chinese man killed. Mr. G. Balfour had his collar bone broken, and Mrs. Wishart sustained a serious concussion.

## THE BURNING OF THE DON JUAN.

## A SCOTCH ENGINEER ARRESTED.

Information has just come to hand of a painful sequel to the burning of the steamer *Don Juan*.

It appears that on board the *Don Juan*, on her last and fateful voyage from Hongkong to Manila, there was a large quantity of dollars, the amount being stated as high as \$250,000. The flight of the Captain and officers, and the other Spanish members of the crew, was so precipitate, when they found there was no possibility of the ship being saved, that no attempt was made to carry off any of the treasure, and, indeed, it is rumoured—with what degree of truth it is, of course, impossible to say—that the money was being smuggled into Manila and that the officers of the *Don Juan* did not wish to carry away anything which was likely to involve them in trouble and perhaps incriminate them.

When the *San Antonio*, a coasting steamer which has since been wrecked, fell in with the *Don Juan*, and was instrumental in saving over a hundred of the Chinese passengers who had been left to their fate on board the burning steamer, the money was found upon the wreck. Some still bore the semblance of Mexican dollars, but a large proportion was merely molten silver, the unexpected treasure was taken over

by the officers of the *San Antonio*, and it would appear that some of the engineers, particularly Mr. Webb, the chief engineer, were implicated in the attempt. It was resolved to make to smuggle the dollars and the silver into the Philippines. This attempt was unsuccessful. As the inevitable custom at all Philippine ports, the steamer was carefully searched for contraband goods. In the course of this search upwards of \$7000 was found either in the engine-room or between the boarding and the iron-work of the chief engineer's cabin.

The chief engineer, who is a Scotman, was arrested, and is at present in prison awaiting his trial. It is pretty obvious that no money or goods of any kind could have been transferred from the *Don Juan* to the *San Antonio* without the knowledge of the captain and officers of the latter, yet, strange to say, neither the captain nor any of his officers, who are all Spaniards, have been placed under arrest. Rumour has it that after the money was taken on board the *San Antonio*, a compact was made between the captain and chief officer of the steamer with the chief engineer under which the chief engineer was to undertake the whole risk of smuggling the money into Manila, and if detected was to take upon himself the sole responsibility, in consideration, if he was convicted and sent to prison, that out of the salvage proceeds a sum of \$50,000 was to be forwarded to his wife and family who are resident at home. With the usual secrecy with which they go about all their affairs, the Spanish authorities have not allowed much information to reach the public with regard to the affair. Nothing has been published about it in the Manila press, and all our information has been gathered from unofficial sources; but it is sufficiently corroborated to indicate, that there is something very mysterious and very questionable about the whole business. The mills of justice grind exceedingly slowly in Manila, and it may be months before the imprisoned engineer is brought up for trial; and if the story is at all correct that an agreement was made between him and the officers of the *San Antonio*, it is the duty of those responsible for the protection of British subjects in the Philippines to see that not only is Webb brought to trial speedily but that the whole affair will be sifted thoroughly, and any blame attaches to others, so that even-handed justice is meted out all round. The regulations against the illicit importation of dutiable or forbidden articles into Manila are exceedingly stringent, and all breaches of these regulations are punishable with long terms of imprisonment in addition to heavy fines; and it is more than probable that whoever is convicted of complicity in this discreditable transaction—assuming that the statements we have received are based on authentic data—will be punished with the utmost rigour.

## GOLF COMPETITIONS.

The quarterly competitions of the Hongkong Golf Club came off at the Happy Valley on Thursday, Friday and Saturday last. In consequence of the sudden state of the ground the greens were rather heavy, and on the whole the scores were above the average. In spite of his having to concede large handicaps to the other members, Capt. Dunblanton, the Hon. Secretary of the Club, was well to the front, tying with Mr. C. S. Sharp for the MacEwen Challenge Cup and the Optimal Sweep, winning the Pool, and tying with Capt. Thomas for the aggregate of two rounds of the course. His scores were 84 and 87, giving an aggregate of 171, while Capt. Thomas scored 169 and 110, his gross aggregate being reduced by 48. For the MacEwen Cup there were 25 entries, for the Bugey Competition 20, for the Pool 29 and for the Optimal Sweep 14.

**MACEWEN CHALLENGE CUP AND OPTIMAL SWEEP.**

Gross. Hep. Net.

Capt. Dunblanton, R.E. 84 84 84

Mr. C. S. Sharp 109 24 85

Capt. Thomas, A.S.C. 109 24 85

Mr. E. A. Ram 107 18 89

Mr. S. M. Fennell 125 36 89

Mr. C. H. Grace 122 36 86

Mr. J. H. Perry 119 24 95

Mr. R. Robertson 119 24 95

Mr. W. M. Thompson, R.E. 113 18 95

Mr. C. Stewart, R.E. 126 30 96

Rev. R. F. Cobbold 115 18 97

Mr. H. L. Dalrymple 119 12 97

Mr. R. H. Currie 130 10 100

The remainder made no return.

**BOOBY COMPETITION.**

Gross. Hep. Net.

Mr. R. A. Currie 109 24 85

Mr. C. S. Sharp 109 24 85

Mr. W. M. Thompson, R.E. 113 18 95

Mr. S. M. Fennell 125 36 89

Mr. C. H. Grace 122 36 86

Mr. J. H. Perry 119 24 95

Mr. R. Robertson 119 24 95

Mr. W. M. Thompson, R.E. 113 18 95

Mr. C. Stewart, R.E. 126 30 96

Rev. R. F. Cobbold 115 18 97

Mr. H. L. Dalrymple 119 12 97

Mr. R. H. Currie 130 10 100

The remainder made no return.

**POOL COMPETITION.**

Gross. Hep. Net.

Capt. Dunblanton, R.E. 84 84 84

Mr. S. M. Fennell 106 21 85

Mr. R. A. Currie 115 30 85

Rev. R. F. Cobbold 104 18 88

Capt. Thomas, A.S.C. 110 24 86

Mr. S. M. Fennell 115 24 91

Mr. R. Robertson 119 24 95

Mr. E. A. Ram 111 18 93

Mr. C. H. Grace 122 36 86

The remainder over 100 or no return.

**AGGREGATE PRIZE.**

Gross. Hep. Net.

Capt. Dunblanton, R.E. 84 84 84

Mr. S. M. Fennell 106 21 85

Mr. R. A. Currie 115 30 85

Rev. R. F. Cobbold 104 18 88

Capt. Thomas, A.S.C. 110 24 86

Mr. S. M. Fennell 115 24 91

Mr. R. Robertson 119 24 95

Mr. E. A. Ram 111 18 93

Mr. C. H. Grace 122 36 86

The remainder over 100 or no return.

## HONGKONG AND SHANGHAI BANKING CORPORATION.

## THE FOLLOWING IS THE FIFTY-SIXTH REPORT OF THE COURT OF DIRECTORS TO THE ORDINARY MEETING OF THE SHAREHOLDERS OF THE COMPANY, HELD AT THE CITY HALL ON SATURDAY, THE 10TH AUGUST.

The following is the fifty-sixth report of the Court of Directors to the ordinary meeting of the shareholders of the Hongkong and Shanghai Banking Corporation, held at the City Hall on Saturday, the 10th August.

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